

### Five-Year Old Youngster Operates Weed Chain Jack



"That's easy," said little Fred Crockett, son of James J. Crockett of the Von Hamm-Young Company. Like every other motorist, of course, you have toiled, sweated and said violent words as you squatted in a cramped position trying to operate an old-style hand jack under your car when you had a punctured tire. But now a chain jack is on the market that operates so easily that a 5-year-old boy can work it. Does that sound a little like stretching the truth? Well the automobile editor challenged its accuracy whereupon O. H. Shepherd, manager of the accessory department of the Von Hamm-Young Company, agents for the Weed chain jack, made a test to prove it. He tried it out on little Fred Crockett, and Fred made good. He hauled in the chain hand over hand, sailor fashion, and as he did so the wheel was lifted from the pavement as easy as could be. The others in the picture are, left to right, A. C. Linklater, J. F. Kim, O. H. Shepherd and M. G. Silva.

### Ray Reed Stands Up When the Old Band Plays Dixie

Ray H. Reed of the Auto Service & Supply Company stands up every time the band plays Dixie. He has always been a friend of the south and can sing Dixie. On the Mississippi and other melodies with much gusto, but since the company has been handling the Dixie magneto Mr. Reed is always glad to meet any one from the land of cotton.

"I have always wanted to get in close touch with the Dixie since it was recently brought into favor," said Mr. Reed.

"The Dixie is a distinctly new type of magneto and has nothing in common with the old rotary armature idea. It is like any of the known inductor types.

"The Dixie is of the true high tension or jump spark type, operating on the 'Mason Principle,' fully covered by patents. Its striking features are efficiency, great mechanical simplicity and long life of operation.

"The rotating member consists of two pieces of magnetic material separated by a non-magnetic center piece. This member constitutes true magnets for the magnet and rotates in a field structure, composed of laminated field pieces, riveted between two non-magnetic rings. The windings for the rotating poles are mounted in steel plates, which lie against the poles of the magnets.

"When the magnet poles rotate, the magnetic lines of force from each magnet pole are carried directly to the field pieces and through the windings, without reversal through the mass of the rotating member and with only a single air gap. There are no losses of flux reversal in the rotating part, as take place in other machines, and this accounts for the high efficiency of the instrument.

"And this 'Mason Principle' involved in the operation of the Dixie is simplified by a glance at the field

### MANY ACCIDENTS DUE TO IMPROPER SIGNALS AT TURN

Many accidents are being reported on account of faulty signals given by motorists. A number of drivers are under the impression that it is necessary to stick out their hand when turning to the right. In many cases this procedure has caused accidents.

With a car having a right hand drive the motorist who wishes to make a turn to the left may stick out either hand, signifying that a turn will be made. When going to the right it is not necessary to signal. The car with a left hand drive requires a signal when a turn is made to the left but no signal when turning to the right. If a hand is placed down it shows that the motorist intends to stop his car.

According to J. K. McAlpine of the Schuman Carriage Company about 50 per cent of the accidents in the city are due to improper signaling. In addition to the accidents there is much wear and tear on cars which would be unnecessary if the proper signals were observed.

Structure, consisting of the non-magnetic rings, assembled to which are the field pieces between which the rotating poles revolve. Rotating between the limbs of the magnets, these two pieces of magnetic material form true extensions to the poles of the magnets, and are, in consequence, always of the same polarity. It will be seen there is no reversal of the magnetism through them, and consequently no eddy current or hysteresis losses which are present in the usual inductor or inductor types.

"This is one of the most important features of the 'Mason Principle.' It is not found in any other magneto, and gives the Dixie its pre-eminence in producing a full spark at slowest possible engine speed."

### Stell and Nell See A White Car But It Is Red

Stell and Nell were intent on looking over the cars in motor row last week and after a journey to von Hamm-Young Company they wandered over to the Schuman Carriage Company where they began to swap arguments on the various cars.

"Oh, I see my car," says Nell. "That swell red car down there."

"Oh, you mean that white car?" says Stell.

"Naw, that red car!"

"Sure! that white car painted red!"

"Well, it's red now, ain't it?"

"Yes, but it's a white car!" says Stell.

"Say, are you cookoo? Is the gasoline gettin' to your head, or wot? How can it be a white car if it's a red car? Are you gettin' color blind?"

"Well, I bet you a box of candy that red car you see is a white car!"

"Alright, come on, you poor simp, we'll ask the man that owns it and see what he says. Say, Mr. —, is this a red car or a white car?"

"It is both, miss," says he, laughingly.

"Whattaya mean!" says Nell. "One of us is crazy."

"Well, you see, miss, it is a white car painted red!"

"Aw, nix on that stuff—that's wot she says—but if it's a white car painted red, it's a red car ain't it?"

"Yes, miss—a red car, of course, but a white car always."

Nell was just going to call for a doctor when she read the name plate on the car, which said "White"—an', say, where can you get a big box of candy for 50 cents?

They're tryin' to sell that red White to Fudge Summers. He's got a white White now, but if you see him in a red White it ain't his white White painted red—it's his red White, See! Can you follow me?

"Whattcha cryin' for, Stell?" says Nell, notice that her eyelashes was

streakin' down her cheeks.

"Oh, it makes me feel so bad to see all these cars, an' me never expectin' to own one."

"Aw, cheer up; you're avoidin' a lot of trouble an' don't know it. Looks like I had a car once. It was an E. M. F. When the Studebakers bought 'em up they wrote me a letter an' says they'd send me a new name plate, five of 'em—see, an' the name plate was the only thing that never gimme no trouble. Come on, kid, let's beat it, we can't keep up with the runnin' boards here!"

Probably one of the handsomest motor truck exhibits ever seen at an automobile show in America was that of the United States Motor Truck company at the late Cincinnati automobile show. The event was held in the music hall. The United States company displayed a truck chassis in snow white, and the general scheme of decorations of the exhibit, which was in the north hall, was in red, white and blue. Growing plants and cut flowers were used in profusion.

### U. S. SEIZES TOOLS: TURNS THEM TO USE

Six hundred machine tools, valued at \$10,000,000, have been commandeered by the government through its machine tool section of the war industries board. They were taken from warehouses at various seaports. Some of them were stored for over a year and were destined for Sweden. Some of these machine tools have been turned over to the Simplex Automobile Co., which has started work on its order for 4000 Hispano-Suiza engines for the aircraft production board.

When making motor adjustments it is usually necessary to exercise a little patience in order to get the best results for the reason that the effects of adjustments are always apparent in carburetor adjustment, for instance, the motor must be given a little time to feel the changes made, and the results obtained immediately following the turn of a needle valve or an air valve spring may be misleading.

### AUTO SUPPLY CO. SENDS ANOTHER MAN TO JOIN THE COLORS

James Makinner is the latest member of the Auto Service & Supply Company to join the colors. He left Honolulu recently for Washington, D. C., where he will go in training in the gas and flaps corps. Makinner had charge of the office work at the Auto Service & Supply Company and was very popular on Automobile row. He was a member of the Hui Nalu swimming team.

Makinner is the fourth employee of this company to enlist. George Perry, who is in the navy, R. E. Lambert, now on the Carl Schurz, and E. A. Ross, who recently joined the navy, are the other three automobile men from this house who are now in service.

No field marshals for the United States army. We have never yet had them, and we have not lost a war yet. —Worcester Gazette

### 'BABE' RUTH IS STRONG FOR THE NEW KISSELKAR

"If you don't think it pays to own a car that is staunchly constructed, ask 'Babe' Ruth, the star southpaw of the Boston Americans," says W. L. Kissel of the KisselKar.

"Recently while driving home in a KisselKar, 'Babe' accidentally derailed the front trucks of a heavy semi-converter street car that got in his way. A million fans breathed a sigh of relief when they learned that 'Babe' and his precious left wing had not been touched."

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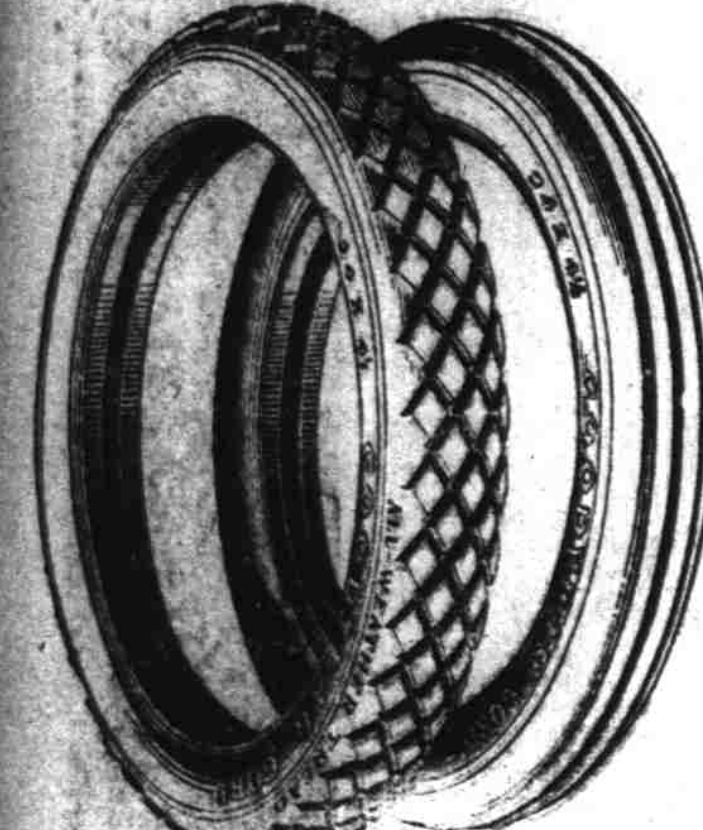
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